

Questions & Answers II
To
Solicitation Number DAMT01-03-R-0047

1. What companies are presently handling the ATAC requirements in Norfolk, Va. and San Diego, Ca.?

Answer. Central Delivery Service / Pilot Air Freight/ GSA Small Contract carriers, Green Valley Transportation, Covenant Transportation, and Mount Valley Express. (Same question as number 1 of volume 3).

2. Where can the current tariff pricing covering the ATAC program be found? Will it be provided to bidders at the pre-proposal conference, or is it available as a tender on the GFM system? If available on the GFM, please provide the tender numbers.

Answer. As a result of ATAC using a variety of carriers through various agreements, (tenders, SROs, GSA Small Package Contract), pricing cannot be found within a single source. However, there are tenders on file containing some of ATAC's pricing, such as tender #1134, Supplement 00 and tender #1164, Supplement 00 for Pilot Air Freight, tender #403, Supplement 05 for Central Delivery Service,. Rates for the GSA Small Package Contract may be found at MTMC.

3. Since this is a 100% small business, set-aside, involving HUBS in two different geographic zones (California and Virginia), there is certain to be a conflict with national Franchise operated air freight companies owned by different small businesses, but bidding this as "one" small business. Will this issue be discussed at the pre-proposal conference?

Answer. An award will be made to a single small business, properly registered in the CCR. That small business must be in compliance with the limitations on subcontracting clause in the solicitation to be considered for award.

4. The proposal is asking for one flat rate for per weight break. The proposal also identifies the requirement for two levels of service, expedite and normal. The expedite services has shorter transit times while the normal service has up to 7 days for delivery. There appears to be no provision to price expedited services separately. How do we get compensated for expedited service? There does not appear to an accessorial charge for expedited service?

Answer. There will be no separate rate for expedited service.

5. Schedule B identifies on three accessorial charge. Are we allowed to add other accessorial charges? For example: Accessorial charge for handling HAZMAT

Answer. No, the contractor is not allowed to add accessorial charges not shown in the solicitation. HAZMAT will be certified by the Government for surface movement prior to acceptance by the contractor.

6. What MTMC regulation governs the movement of this material? Is it MTMC Freight Publication NO. 1B or AFTRP No 5 or other?

Answer. All rules are contained in the solicitation. No other MTMC regulations apply to this award.

7. There is no rate provision in Schedule B for specialized equipment; flatbeds, low-boys. Will an accessorial be permitted for specialized equipment requirements?

Answer. No accessorial charge will be permitted, but an additional transit day is authorized.

8. Historically, what volume of freight requires specialized equipment?

Answer. Total volume is unknown. Estimated number of specialized equipment vehicles used in FY 02 for the RDO/RFI freight moving from the Western Region was five, with one of the shipments originating in Puget Sound and the other four originating in San Diego. There is no data for the Eastern Region.

9. For the purpose of developing bids, can MTMC schedule B break out the number of shipment and weight by customer or, at least by state?

Answer. The breakdown by state has been posted on the MTMC website.

10. Ref Appendix E, Can we get the average weight and shipment volume picked up each day at the outlying customer by node and hub? For example: Can you tell us how many shipments and how much weight is picked up BLDG 513 AIMD/ASD and Jet Mar Bldg 720 each day and delivered to the NAS Oceana. Would like the same information for every hub and Node.

Answer. The following data are estimates gathered from Oct 2001 through Sep 2002, with the exception of Oceana, which represents data gathered between Apr 2002 and Apr 2003. There is no local pickup service required for the Pensacola node, nor is their any local pickup service required in San Diego.

Location	Daily Average Weight	Daily Average Shipments
Norfolk	10,252	231
Oceana	5,703	113
Cherry Point	3,964	81
Beaufort	1,400	44
Jacksonville	4,664	123

11. Carcass Constraint items are considered as expedited. These shipments will be moved with a transit time of two days. Is the Pick up day counted as day one?

Answer. Yes, day of delivery is not counted.

12. The performance standard for consolidations is 90%. How is consolidation going to be measured?

Answer. Refer to section C.4.3.5.1 Performance Measures

13. C.4.6.9 Prearrange scheduling: Can the government be a little more specific with the requirements of this paragraph. What type of strict acceptance policies are we to adhere to? Secondly what type of specific pallets does the Government anticipate using under this provision?

Answer. An example of a strict acceptance policy would be an activity requiring helicopter blades be delivered on a flatbed vice a van for easier unloading. Contractor must notify the Contracting Officer's Representative of any problems with scheduling. Points of contact are referenced in C.4.6.10.1. The Government anticipates using Wing Pallets.

14. The FISC contract will be entering into the last 2 option years soon. This solicitation has 3 one year options that continue after the FISC contract ends. How can this contract cover periods beyond the original Government ATAC contract?

Answer. If the Government is replaced under the current A76 study, we will not exercise any remaining option years.

15. Currently, there are requirements to send materials OCONUS, beyond Canada. Will the winning vendor be required to continue to move OCONUS materials to points other than Canada?

Answer. No, refer to C.2.2

16. In FAR 52.212.4 (k), it states that the contract price must include duties. Will the contractor be responsible for customs duties for materials entering and leaving Canadian points? If the Contractor is responsible for these duties, how much does the government anticipate this cost to be? If the contractor will not be responsible, will the government provide all required information to avoid duties and customs fees?

Answer. The Government does not anticipate duties or Customs charges in this contract. However, should changes to Customs rules be made in the future, the Government will be responsible for these charges.

17. Will the government decide what must move via air or ground? The RFP allows for 2 different dimensional weight definitions, depending on mode. How is the government

defining mode, by type of carrier, by ultimate mode carrier chooses to transport freight or by mode that government chooses?

Answer. It is the contractor's choice as to what mode to use in order to meet transit times. The Government will monitor cost and performance.

18. C.1.2.1.2(d) speaks of Local pickup, IAW appendix E. However, Appendix E does not define, or discuss local pickup. What locations are considered Local pickup? Are they fixed sites, or is any site within the radius as defined from a Hub or Node?

Answer. Local pickup and delivery is performed at any site within the designated radius. Refer also to section C.4.3.4.1 regarding pick up services.

19. Currently, movements in and out of Dallas are not handled within the ATAC program. Does the government anticipate adding this freight under this contract? How much volume is anticipated?

Answer. No, the Government does not anticipate adding this freight. However, the Government's requirements are subject to change, and the contractor will be notified should changes in mission occur that would affect the contract.

20. There are numerous locations listed in Appendix E for pickup, but only a few locations are listed in C.1.2.2. What time may all other items be picked up?

Answer. Contractor must call the pickup location to arrange pickup times. Refer to section C.4.6.9 Prearranged Scheduling.

21. C.1.2.3.1 states that "Consignees are installations and facilities within CONUS and Canada, as shown in Appendix E." However, Appendix E is a list of sites requiring pickup services (consignors). Currently, deliveries are made to numerous sites CONUS and in Canada, but these sites are not all included in Appendix E. Will all potential delivery sites be listed in the Appendix?

Answer. No. refer to section C.4.4.1.5

22. Currently, a number of locations require delivery by appointment or delivery by early AM times (i.e., 6 AM). Will these requirements continue, and if so, could you please provide a list of all locations requiring special, or early, delivery needs?

Answer. Yes, these requirements will continue. We cannot provide a list of locations that require special or early delivery needs; the carrier must determine this from the TFG or confer with the individual activities. Refer to C.4.6.9

23. What are the largest (both by weight and size) items moved in the ATAC program? Is there any history relating to shipment movement of very large shipments? How often, and where, are flatbeds, drop decks and/or specialized equipment required?

Answer. Examples of large freight would be aircraft wings, helicopter blades, and helicopter rotor head cans. Dimensions and weight are not available. For estimated number of shipments requiring specialized equipment, refer to question #5 above. Shipments could potentially originate from any location.

24. Currently, the contractor picks up items from local areas which are returned to the Hub or Node for data entry receipt into AORS. It is only at these types of locations that the contractor is required to verify the document identifier? Is section C.2.1.3 expanding this requirement beyond those sites to include all items, even those screened and prepared for shipping by a Hub or Node?

Answer. The answer to both questions is no. The contractor must review the document identifier whenever they receive a DLR turnover for acceptance into ATAC.

25. Under what circumstances will the government ship by other means in lieu of the designated Contractor? Will the Contractor always be offered freight moving in the ATAC program first, prior to it being moved by other means? (related to C.2.2)

Answer. One example of the Government shipping by other means would be to a region where there is no contract rate in place due to lack of volume. As shown in section C.2.2, the Government may ship by other means at it's own discretion. There will not necessarily be a first offering to the ATAC contractor in all instances.

26. Are there restrictions (including number of personnel, time of day space may be used, etc) affecting how the Contractor may utilize government provided space at each site space is offered?

Answer. Yes, carrier must comply with local business hours.

27. Appendix E defines some pickup points within a 50, or 70 mile, radius area. It also lists on call, or regular pickup locations. Will the contractor have to pick up at any other location within the radius area, even if not listed in the Appendix?

Answer. Yes, pick-up and delivery sites are based on repair contract awards and/or DOD re-alignment processes, which are subject to change.

28. How many vehicles (by type, including tractors, vans, flatbeds, straight trucks, pups, etc), are currently used to provide local pickup and delivery service at each Hub and Node?

Answer. The following estimates are provided:

Norfolk/Oceana:

- 4 Tractors
- 9 Vans, up to 53 feet, both rollup and swing doors
- 3 Flatbed/Drop Decks
- 2 26 foot Straight Trucks with Liftgate

Cherry Point:

- 1 Tractor
- 1 Van
- 1 Flatbed/Drop Deck
- 1 26 foot Straight Trucks with Liftgate

Jacksonville:

- 2 Tractors
- 3 Vans, up to 53 feet, both rollup and swing doors
- 1 Flatbed/Drop Decks
- 1 26 foot Straight Trucks with Liftgate

29. What specific HAZMAT certification is the government asking for in C.2.9(2)?

Answer. DOT HAZMAT certification.

30. C.4.3.1 requires daily pickup at Travis AFB, but delivery to San Diego not less than 2 times per week, and not more than 3 times per week. Schedule B allows for pricing per run from Travis to San Diego. It suggests 2 runs per week. Is it the contractor's option to run to operate this run 3 times per week, and be paid for 3 runs? Or, is the contractor only allowed to charge for 2 runs, even if it chooses to make 3 deliveries per week? Additionally, when you say biweekly, do you mean twice a week or every 2 weeks? The dictionary defines the word both ways.

Answer. Same answer as Question 14 of Q&A1. See amendment 2.

31. Does C.4.3.2 (Excluded items) refer to local pickup items (not yet screened by the government), or all items, even those processed by FISC?

Answer. It refers to all local pick-up items, but not those processed by FISC.

31(a) Will the government follow generally acceptable shipping practices to create HAZMAT shipping documentation?

Answer. Yes.

31(b). Please submit example copies of all HAZMAT shipping papers issued by the government, or its repair contractors, under this contract.

Answer. All HAZMAT shipping material will meet the requirements of 49 CFR – no examples will be provided.

31(c) Currently, NRFI, RDO and RFI shipments utilize different formats of HAZMAT shipping documentation. Will HAZMAT shipping papers be issued to final destination?

Answer. Yes, refer to appropriate section of 49 CFR that allows pen and ink changes. This applies to standard ATAC freight.

32. C.4.3.3 requires contractor to refuse items not packed in an adequate manner. However, local pickup assets are often not packaged, or minimally packaged. Is the contractor required to take local pickup items if not packaged adequately? Is the contractor required to repackage or re-cooper local pickup items before presenting them to the Hub or Node? Please define adequate packaging.

Answer. Refer to sections C.4.3.3 and C.4.3.4.1

33. In what circumstances will the contractor be required to repackage or re-cooper cargo?

Answer. Refer to question 19 of volume 1.

34. What stamp is the RFP referring to in C.4.3.4.1?

Answer. It is anticipated that the contractor will want to purchase a stamp showing the name of the company in lieu of the driver writing the name of the company. It is not a requirement for the contractor to purchase a stamp, as long as the information is provided.

34(a) What is an acceptable electronic copy of the document?

Answer. Retrievable digital image with readable information containing document number, national stock number, and document identifier, all in DD form 1348 format.

34(b) How does the contractor tender assets to the government at the Hub/Node after local pickup?

Answer. The contractor turns the assets over to the Government, who will enter the receipt transaction into the Government database. Contractor may create a POT manifest for the Government to sign, if desired.

34(c) Does the government sign for each asset?

Answer. No, but the Government will sign a manifest showing various items received if created by the contractor.

34(d) Is the contractor required to report POD, or other custody information relating to assets picked up locally to be turned into the Hub/Node?

Answer. No.

35. Regarding C4.3.4.2, is this POR relating to inbound assets (Local Pickup) or outbound assets (processed by Hub/Node)?

Answer. This relates to outbound assets.

35(a) Is the manifest the same as a shipping manifest? Or, is this just a list of items picked up from the Hub/Node each day?

Answer. It is both. At a node, it will be the shipping manifest. At a hub, it will be used as POT. This will allow the contractor to further consolidate as much as possible, as long as they meet required transit times.

35(b) Is this manifest being created by government or contractor software?

Answer. The manifest is created by Government software.

35(c) Is it correct to say that the POR can be entered into the government software via FTP transmission, or is the FTP transfer in addition to manual entry into government provided software?

Answer. It can be entered whichever way the contractor prefers.

36. C.4.3.4.3 discusses Shipping Manifests. What is the difference between the shipping manifest and the POR manifest in C.4.3.4.2?

Answer. See #34 above.

36(a) Does this mean consolidation can only be accomplished based on what the government releases to the contractor each day?

Answer. No

36(b) This seems to be in conflict with C.4.3.5, which states that contractor must consolidate from its facilities, items from multiple origins based on when items leave contractors site. How does the shipping manifest from the Hub/Node accommodate this?

Answer. It allows for the contractor to hold the freight as long as necessary to achieve optimum consolidation, as long as required transit times are met.

36(c) Further, it is stated that the government will provide a manifest for custody turnover, but the Contractor will "close" and print the manifest. Is this discussing the same manifest?

Answer. Not necessarily the same manifest. The daily manifest used as custody turnover can be added to existing carrier manifests as the contractor optimizes consolidation. When the contractor "closes" a manifest, it indicates that the freight associated with the manifest is ready to be shipped.

37. C.4.3.5 talks about consolidation from multiple sites. In Norfolk, does this mean Oceana shipments will be shipped as if the Hub shipped them?

Answer. Yes.

37(a) Are there any other sites that ship outbound NFRI in the radiuses, since all local pickups can only go to a Hub/Node?

Answer. Yes, refer to section C.4.3.5 Shipment Consolidation.

38. C.4.3.5.1 states that consolidation must be maximized by shipment/destination/day. Is the day, the day the government releases assets to the contractor, or when the contractor moves the assets from its facility?

Answer. When the contractor determines to ship the assets from its facility after maximum consolidation is achieved.

39. Does C.4.3.6 refer to assets shipped by a Hub/Node only, or to local pick up assets being brought into a Hub/Node as well?

Answer. The contractor is responsible for providing proof of custody turnover from local customers at time of receipt from local customer. As an example, a 1348 written or stamped with contractor's name and date, provided to the turn-in customer.

40. C.4.3.7 discusses POD. Is the POD being provided on a piece by piece basis, or by LTCN (as is currently done in AORS)? Answer. Is transit time measured by each piece, based on when the government released the piece to the Contractor, or by consolidated shipments, and if consolidated, based on daily release from government, or on release from contractor's facility?

Answer. Transit time is measured by piece, though the contractor has the option of further consolidating shipments, as long as no single asset exceeds the allowable transit time. Transit time starts the day the contractor takes custody of the asset from the Government.

41. Is transit time for local shipments referring to outbound shipments for Hub/Node to locations within 50 mile radius? Or, to local pickup (inbound) going to Hub/Node?

Answer. The transit time for local shipments refers to both outbound shipments or inbound shipments moving within the designated radius.

41(a) If inbound, how is the POD to be reported?

Answer. Inbound shipments are recorded by the Government entering the receipt transaction into the Government database – this transaction is the proof of custody turnover from contractor to Government.

42. When special equipment is required to move an asset, does this allow an extra workday for delivery to a consolidated shipment, moving with the oversize asset, or will it be measured separately?

Answer. No, these would be independent shipments of each other. The extra day is for the oversized asset only.

43. Regarding C.4.4 RDO and RFI process, currently an RDO asset picked up without a directive must be held by the contractor (not transported to the consignee), warehoused and reported to the government. Daily reports detail all freight awaiting directives to move. No assets may be transported until a directive is received. Will this still be required? If so, how will the contractor be paid to pickup and warehouse undirected assets?

Answer. This is still a requirement, but it is limited to RDO pickups from the Defense Distribution Depots in Cherry Point, NC, Jacksonville, FL, and Norfolk, VA. There will be no separate payment for pickup. This will be performed as part of the daily run. Short term holding of assets awaiting a PUD is not the same as warehousing, and no additional charges apply.

43(a) Currently, if no asset is available for pickup from a directive, the directive remains open for 14 days, and the contractor must continuously check to see if asset can be picked up.

Answer. This will be done on the contractor's daily run to that facility.

43(b) Additionally, the contractor must report all attempted pick ups in a specific format. Will this still be required?

Answer. Yes.

43(c) Currently, the contractor is required to provide the RDO/RFI shipper a formatted manifest showing all open directives to be picked up (including open items during the 14 day period). Will this still be required?

Answer. Yes.

43(d) Currently, the contractor is required to verify the quantity of items packed inside an RDO/RFI box, and report this information to the government. Will this continue to be required?

Answer. The contractor will not be required to open boxes and verify the quantity of items packed inside. This is not currently a requirement.

44. Will the contractor be responsible to track individual RDO/RFI pieces? If so, how will this information be transmitted to the government?

Answer. RDO/RFI will be tracked by individual pickup directives, not on a per-piece basis.

45. Currently, the NAVICP directive is associated after the fact with an AORS generated LTCN, with is required to provide POD. The POR is provided using the directive number. Will this continue? If so, how will the government supply this information?

Answer. This will continue. The Government will supply the information by web page or by fax.

46. Relating to C.4.5.1, what kind of vehicles are required to pick up at the listed sites? These sites often move large jet engines. Is there any history available? What reference number is used for the Contractor to provide POD?

Answer. No history is available. The document number is used for POD purposes.

47. C.4.6.1 (a) required the contractor to track by LTCN. How is the LTCN generated?

Answer. The LTCN is generated by the Government-provided software.

48. C.4.6.7.4 refers to a delivery report. What is this? How should it be sent to the government?

Answer. The report designates communication between the contractor and the Government Traffic Manager. This can be accomplished by phone, email, or fax.

49. C.4.6.7.5 defines dimensional weight formulas. What determines if the freight is subject to the air or ground formula? Is it based on the contractors type of business, contractor's routing or government routing?

Answer. The reason for the two formulas is related to the Government decisions about what was a reasonable (minimum) weight to charge for space on a conveyance for air or for ground. It is essentially coming up with a calculation that tells carriers how many pounds a given cubic inch space is worth. For air, the number is smaller (e.g., 194 cubic inches = 1 lb minimum charge weight for air; 300 cubic inches = 1 lb minimum charge

weight for ground) than from ground. Ground is more liberal because their space is worth less than on an airplane. This is not an accessorial, but rather, an alternate way of calculating (rather than using actual weight) the “weight” of a shipment, or partial shipment. The charge goes right in the weight CLIN.

50. Regarding C.4.6.9, what sites currently require scheduled delivery?

Answer. Contractor must prearrange scheduling with each site – we do not have information for each site.

50(a) In some instances, a site may require delivery prior to the normal workday (i.e., 5 or 6 AM). If a delivery is not made at that time, it will be refused until the next day. If a delivery is attempted in normal work hours, but refused because of early scheduling needs, will the contractor 1), be considered late from a transit time perspective and 2), and be allowed to charge for the redelivery?

Answer. The contractor will not be considered late from a transit time perspective, and will be allowed to charge for redelivery.

51. C.4.6.10.3 states the contractor shall obtain a signed receipt showing the LTCN, but earlier it is stated the contractor must be able to track each asset by piece. Is the contractor required to have a custody transfer document identifying each asset?

Answer. Yes.

51(a) If not, and a delivery receipt showing the LTCN and printed, legible complete name of the receiver is obtained, and subsequently, a claim is made that an asset transported under this LTCN is missing, is the delivery receipt sufficient to release the contractor from any liability?

Answer. N/A

52. Relating to C.4.11.1, can the government provide information regarding average and maximum shipment value for historical shipments in this program? Also, provide the number of shipments by value ranges.

Answer. There is no historical information available.

53. In Appendix G, Reports, is the POS date the date of turnover from the government, or the date the contractor releases the freight from its facility?

Answer. It is the date the asset is shipped.

53(a) If it's the date from the government, what is the difference between the POS and POR? Do these reports include local pickup, or items picked up from Travis, going into a Hub/node for processing?

Answer. The reports include all of the above.

53(b) The reports detail TCNs, but the directions speak about shipments (normally LTCNs). Should these reports be generated by TCN or LTCN?

Answer. Report is by LTCN.

54. Reports define a special report for local delivery Norfolk. What is this? The local pickups into the Hub? All deliveries with the 50 mile radius from Norfolk? Including shipments from Oceana, if consolidated with Norfolk freight?

Answer. The reports shown in Appendix G, Item #2 are as follows:

1. A report showing shipments moving from each hub (Norfolk and San Diego). The report for the Norfolk hub would exclude all local delivery freight moving within a 50 mile radius. (Contractor will not perform local delivery in San Diego, so no exclusion required).
2. A report showing shipments moving from each CONUS Node where the carrier provides service, including Oceana. This report for Oceana should exclude anything moving within a 50 mile radius.
3. A report showing R&R shipments, RFI shipments, and RDO shipments (separately), as well as all other reports defined in Appendix G.
4. A report showing all shipments moving locally within the Norfolk area (including shipments from Oceana moving within 50 miles).

55. Appendix H direct bidders to a web site for information about prevailing wage, however the site is restricted to government employees. Please provide all wage determinations that apply to this RFP.

Answer. Wage determinations will be downloaded and posted on the MTMC web site.

56. Schedule B asks for daily pricing for Local pickup and delivery within certain radius areas of certain points. Does this price include delivery of processed items from the Hub/Nodes?

Answer. Yes, with the exception of items moving locally from the hub in San Diego, which are moved by other means.

56(a) If so, are the volumes for these shipments included in the region to region shipping estimates?

Answer. Local delivery volumes are included in the region to region estimates.

56(b) Based on current information, it seems that the region to region volumes include these shipments, but would then be excluded from the actual region to region pricing, since all deliveries and pick ups with the radial areas would be performed for the daily flat rate. Please list all historical locations and volumes that would be covered in the daily local service areas, by origin.

Answer.	Local Delivery	
Local Delivery from	Shipments	Total Weight
Cherry Point	39	8,413
Jacksonville	1041	142,980
Beaufort	11	5,048
Pensacola	2	524
Norfolk/Oceana	2831	1,566,969

57. Schedule B requests pricing by pound/shipment in certain weight categories. Will the government accept minimum charges?

Answer. No

57(a) Or, will a 1 pound shipment have to be charged at the per pound rate (for example, if the per pound rate was 1.00, a one pound package would be charged 1.00)?

Answer. A one pound shipment will be charged at the per-pound rate.

57(b) Also, the RFP specifies different levels of service, and different types of service, but only one price basis. Can the shipment volumes be broken down by service and type?

Answer. No, the rates are all inclusive. Same answer as Volume 1 Question 8.

58. Schedule B includes shipments weighing under 150 pounds. The solicitation requires expedited services in some instances. Will the government move under 150 lb expedited shipments under this contract, or will the shipments be tendered to one of the WWX contractors?

Answer. Expedited shipments requiring overnight service that weigh under 150# must be offered to the GSA Small Package contract carrier.

58(a) Is this shipment volume included in the volume estimates? If so, how much volume is this?

Answer. Yes, this volume is included in the estimates, and equates to approximately 5% of the total shipments.

58(b) How is the government defining a shipment for this purpose, by piece or

by consolidation?

Answer. By piece.

58(c) If by consolidation, by daily volume from Hub/Node? Who will make the consolidation determination, the government or the contractor?

Answer. The contractor will consolidate shipments to meet the designated transit times. The Government will monitor cost and performance.

59. Schedule B does not have volumes or prices for all region combinations. For instance, currently there are shipments for region 1 to Canada. Will the schedule be amended to include all region combinations?

Answer. Solicitation clearly states that the government reserves the right to ship by other means...ref Para. C.2.2 Changing Mission Requirements sub Para. 3.

Shipments not in schedule B will be rated on a per shipment basis and we will use carriers with rates on file or negotiate with the contracted carrier for new rates.

60. It is requested that we utilize Schedule B to show regional pricing, however there are several levels of service that will be required. The Schedule B does not indicate the levels of service or if material will be moved as RDO, RDO/ EXP or RFI, RFI EXP. Regions containing Hubs and Nodes can be averaged out since transit times on Hub to DOPDSP and Node to Dest allow 7 days. Question: Based on information given in the solicitation, how should rates for the service levels be shown in the schedule B format?

Answer. Rates are all-inclusive and are not separated by level of service.

61. Are carriers required to submit a DOD approved Tender for services with the solicitation?

Answer. No, the carriers are not required to submit DOD approved Tender for services.

62. Will this contract require contractor to supply equipment and personnel at the Node locations?

Answer. It is not required but the solicitation allows for the contractor to supply equipment or personnel at the Node locations.

62(a) Can contractor simply provide daily p/u of material and consolidate at their local facility?

Answer. Yes.

63. Will any other accessorial charges be permitted other than those stated in the Schedule B ?

Answer. No.

64. Is there an incumbent on this contract?

Answer. There is no existing ATAC contract.

65. Who is handling this freight now?

Answer. Central Delivery Service / Pilot Air Freight/ GSA Small Contract carriers, Green Valley Transportation, Covenant Transportation, and Mount Valley Express.

66. Are the costs of the most recent years past of this contract available?

Answer. The tenders are available on GFM. The latest tender numbers on file are (#1134 Supplement 00 and #1164 Supplement 00 for Pilot Air Freight Co.) (#403 Supplement 05, for Central Delivery Service).

67. Correct me if I am wrong...we as the contractor are required to provide insurance on the goods shipped? Do we charge for liability insurance as an accessorial?

Answer. There will be no accessorial for liability insurance. Contractor should consider these costs when calculating their rates.

68. In the contract it is noted that shipments may move to and from Canada. I see in Schedule B where you rate the shipments to Canada (re: Region 2 to Region 0) but nothing on rating shipments From Region 0 to.....

Answer. Solicitation clearly states that the government reserves the right to ship by other means...ref Para. C.2.2 Changing Mission Requirements sub Para. 3. Shipments not in schedule B will be rated on a per shipment basis and we will use carriers with rates on file or negotiate with the contracted carrier for new rates.

68(a) Am I missing a page?

Answer. Not to our knowledge

69. Pg 30: Re: Partnering. We would like to know more about this concept.

Answer. We will try to work with each carrier to resolve all issues informally.

70. Small Business Classification: page 5 (section 52.212-1) indicates that this solicitation may be limited to Businesses smaller than \$21,500,000. Does that mean that

businesses generating revenue in excess of \$21,500,000 cannot participate? There is another small Business ranking on page 14 (8)...how do the 2 related?

Answer. Yes, the solicitation is limited to small businesses with revenue less or equal to \$21,500,000. The other small business ranking on page 14(8) is a form to be completed by carriers.

71. PPQ: Does the PPQ need to be filled out by the 5 references provided prior to turning in the response or is the PPQ filled out after you contact provided references? Page 12 (Factor 2) seems to indicate that you'll be contacting references.

Answer. See Amendment 3

72. EFT vs. PowerTrack: Page 19 (g) indicates EFT invoicing process, while page 38 (c.2.3) reflects PowerTrack requirement. Please clarify. Contractor must be Power Track capable prior to award. The EFT invoicing process is a standard invoicing procedure in the event we decide to use it.

73. Volume: Schedule B provides volume estimates for base & option years. Is this actual volume associated with current contract? Page 8, section 3 indicates that actual volumes may range from a guaranteed minimum of 5% to a max. not exceeding 110%...correct?

Answer. Volume is associated with current carriers presently moving freight under a tender with MTMC.

74. Since page 5 (#3) defines solicitation as a "single award", is ATAC guaranteeing that it will not entertain selective rate responses by any carrier? For instance, would a carrier be considered "non-compliant" if the response did not include pricing for specific regions or weight ranges?

Answer. Contractor must propose a rate for all regions.

75. While the schedule provides terrific detail about shipment volume between regions as well as the associated weight ranges, there doesn't seem to be an indication of the transit requirement. Page 36 (c.1.2.1) #2 indicates 2-day service requirements Carcass Constrained items as well as 2-day service associated with R&R items. Should all shipments be considered 2-day transit? If not, please clarify how to determine volume/transit requirement and how carrier is expected to differentiate associated pricing in Schedule B.

Answer. Number of Expedited shipments is estimated at 5% of total volume. Yes, Carcass Constrained and R&R freight has a 2 day transit time.

76. The web site <http://www.ceals.usace.army.mil/> you provide for the wage rate determination is restricted to Gov use only. Can you provide the wage determination charts for the Norfolk and San Diego areas?

Answer. Wage determinations will be downloaded and posted on the MTMC web site.

77. Canada Pricing: Schedule B only seems to include pricing/volume spec's for regions 1-8...CONUS. Is there another area for Canadian pricing?

Answer. Solicitation clearly states that the government reserves the right to ship by other means...ref Para. C.2.2 Changing Mission Requirements sub Para. 3.

Shipments not in schedule B will be rated on a per shipment basis and we will use carriers with rates on file or negotiate with the contracted carrier for new rates.

This should be the same answer as Number 2 above; volume 1 question 13.

78. Hazardous Cargo Screening: C.4.4.1.3 indicates carriers responsibility to double-check for hazmat documentation accuracy. In the event that something is missed on our end, where does our liability end? In other words, if the shipper makes a mistake (doesn't provide documentation or makes an error on documentation) on a hazardous shipment, are we liable?

Answer. The Contractor is not held liable for Shipper Errors.

79. Also pertaining to hazardous shipments, why isn't there an accessorial charge associated with handling hazardous materials? Is there a way to determine 2002 Hazmat volume? Please provide if possible.

Answer. There is no accessorial charge because the freight will be certified for surface movement by the Government at point of pick up. Contractor must refuse any HAZMAT freight not certified by the Government for surface movement. Volume is estimated at 1% of total volume.

80. Schedule B volume details: This area was discussed in tremendous detail during our Q&A meeting. I'm requesting that volume be broken down by transit requirements...1,2,4&7 days. If possible, please consider pricing to be submitted by service level.

Answer. The rate will remain all inclusive.

80(a) Realizing that you don't want to be charged an expedited fee for a shipment originally tendered to carrier with a 7-day transit requirement, it seems this can be overcome by matching the actual ship date with the tendered date. Also regarding volume, if there is a way to determine volume by point of origin it would be extremely helpful.

Answer. Statistics broken down by state have been provided (see ATAC DATA posted at MTMC website). Contractor can differentiate between types of service based on transportation service of pickup site. Refer to table C.4.3.7.1, Transit Times.

81. Staffing: Another area of discussion during our meeting. Please clarify carriers responsibilities (per location if it varies). In other words, will shipper bring freight to warehouse, then tender to carrier via POT? Is carrier then responsible for creating POR, adding carrier specific labels and loading to trailers? Outside of the hubs, will the process change to a "live-load" scenario? Gov't provided software was also indicated...please provide carriers responsibilities/requiriements.

Answer. Shipper will bring freight to warehouse at some locations. Yes POT will be tendered at turnover to carrier. Carrier is responsible for creating POR. If Live Load means carrier loads own truck then the answer is no, the Government will provide POT to carrier. For Government provided software, refer to section C.4.3.4.2 and Appendix C.

82. Tracking information:It was decided during our meeting that the POD can consist of just a typed name versus an image on-line. Please revise c.4.6.10.3 as necessary.

Answer. Typed name is acceptable for Web based viewing. Document image with Signature is required for Hard Copy Proof.

83. Cargo Liability: Please provide 6 month claims, damage history as promised during our meeting.

Answer. We had an estimated total of approximately 15 claims of all carriers.

84. In the event of a damage inspection, if it's determined that the packaging was insufficient...what happens? Will the claim have to be automatically honored?

Answer. If packaging is not suitable for asset transport at time of pickup then carrier will refuse freight. Yes, claims will be honored.

85. DTOD was briefly discussed during our meeting. Since the pricing spreadsheet requires per lb. submission, why is this important?

Answer. It defines the radius of the local pickup and delivery areas.

86. At the Pre-proposal conference, it was said that the majority of the ATAC shipments will be Less-Than-Truckload business, but it was stated that some of the shipments will be air shipments. Based on pass experience, how much of the business will be air shipments?

Answer. Unknown, this information has never been independently tracked by the Government.

87. Since there is some air shipments, the pricing model does not allow pricing for expedite air shipments. The pricing model allows a single rate per weight category regardless of the level of service. Will the Government consider allowing a accessorial charge for expedite shipments or will the government permit the carriers to submit a second set of rates for expedited air shipments?

Answer. No, the Government will not allow an accessorial charge for expedited shipments. Only one rate structure covering all shipments, regardless of mode, will be accepted.

88. There is no provision for Fuel Surcharge (FSC) allowance. This will force the carriers to estimate the fuel prices for the next five years. This is an impossible task which may cause the carrier to over price the bid and lose the opportunity to be competitive or it may cause the carrier to grossly under bid which may adversely impact the future of business and the ATAC operations. It would be much better for the Government and the carrier if the ATAC contract will allow a Fuel Surcharge in the same manner as the TTC LTL and Truckload contract. Will the Government allow a Fuel Surcharge for this ATAC solicitation? There should be a FSC allowance for ground shipments and a different one for air shipments – this is the current industry standard.

Answer. The contractor will be entitled to a fuel surcharge on the line-haul transportation charges only. The fuel surcharge will be based on HQMTMC Transportation and Travel Policy No. TR-12 issued on January 2, 2001, effective on April 1, 2001. To access the policy and its related adjustment table, go to the MTMC web site at <http://www.mtmc.army.mil>. Then in succession click on Freight/Cargo, Air/Land, Fuel, and New Fuel Related Rate Adjustment Policy 1 Apr 02.

89. It was stated by Charles Schumert that there will be a 30 day transition period for the successful contractor. Request that the solicitation be modified to reflect that a 30 day transition period will be permitted and state when it will commence.

Answer. Contractor shall have 30 calendar days after award before implementation is required, and must be fully operational on day of startup. Carrier performance will not be measured for 30 days after startup; however, carrier will be responsible for any loss or damage which occurs during the 30 days after implementation, and appropriate claims action will be processed. The solicitation will be amended accordingly.

90. What is the current staffing by the carriers at each hub and node?

Answer.

San Diego - 4

Norfolk - 4 (3 @ Hub/1 @ DDNV)
Oceana, Va. Beach - 1
Cherry Point - 2
Beaufort - 0
Jacksonville - 3
Pensacola - 0

91. Paragraph C.4.6.10.3 states that: *The contract shall maintain 24 hour per day, 7 days a week (24/7) internet accessibility for ATAC to electronic records of hard copy POD on an imaging system for all ATAC deliveries for 60 days.* Please clarify the definition of “an imaging system”. It was stated in the pre-proposal meeting that the image of the shipping document is not exactly what is required. It was stated that the requirement is to be able to obtain the information from a web site. The requirement is to be able to obtain from the web, the shipping information with the name of the person who signed for the material. The actual image of the shipping document with signature is not required. Please modify the solicitation to reflect the clarification.

Answer. Typed name is acceptable for Web based viewing. Document image with Signature is required for Hard Copy Proof.

92. Paragraph C.4.11.1, Cargo Liability seems extreme and is much more than the liabilities as set forth in other TTC contracts. Supporting these liability limits will be very expensive for the carrier which will no doubt be passed on to the customers. Request the Government review these liability limits and adjust them to become more in line with similar contracts.

Answer. The Government has adjusted the Cargo Liability to read as follows: “For all movements the maximum liability for lost and/or damaged cargo will be limited to \$150,000 per vehicle used no matter how many shipments are on the vehicle”. (refer Amendment 2)

93. Page 38 - C.2.1 Para 4: There seems to be a conflict of what is "Specialized Equipment" in this section vs. Page 45 - C.4.6.2 Para 1. Which of these two paragraphs is correct?

Answer. Both paragraphs are correct. C.2.1.Para 4 defines specialized equipment, and when the contractor will provide a minimum of 8 chains and binder sets and 8 nylon straps with fasteners as standard equipment for flatbed / drop frames equipment. C.4.6.2 Para 1 tells the contractor that it shall provide safe and odor free equipment and then states the equipment that will be required to move the freight. It does not state what specialized equipment is which is further defined in C.2.1

94. Can the prime utilize the sub-contractors MTMC and PowerTrack qualifications and partnership contract or must the prime also be MTMC qualified and have a PowerTrack partnership agreement?

Answer. Prime must be PowerTrack qualified.

95. Schedule "B" indicates a history for 1-150 pound shipments, yet the current GSA/DOD small package contract is a mandatory use program. Does this mean this volume will never materialize in this contract? If so, why must we offer a price for this business?

Answer. GSA/DOD small package delivery is for next day delivery only. Consolidation of shipments is allowed for the 7 transit day material.

96. There are various service levels requested in the solicitation but the pricing schedules allow for only one (1) service level. If a contractor must provide for all levels of service with one rate, the Government may not get the best value for shipments of a less time sensitive nature.

Answer. We have asked for a single pricing schedule for different levels of service and we trust the contractor to give us a competitive rate.

97. I received some interesting feedback from one of our west coast representatives today. He attended the site visit in San Diego and was told that the solicitation only pertains to shipments in excess of 150 lbs. Apparently the smaller shipments are routed to FedEx per their contract. Is this just a location issue or a possible change for shipments 1-150 lbs? This rep also says he was told that the solicitation only pertains to 4 & 7 day transit shipments. He was specifically told that the 1-2 day expedites are not included in this solicitation. Can you confirm this information?

Answer. GSA/DOD small package delivery is for next day delivery only. Consolidation of shipments is allowed for the 7 transit day material.

98. What are FISC Puget Sounds' pickup requirements and location(s)? Paragraph C.1.2.2 identifies a list of consignors and scheduled pickup times. The matrix in Appendix E list the same consignors in paragraph C.1.2.2 with pickup frequency and pickup locations, however; Puget Sound is not listed? Was this an oversight?

Answer. Please Reference C.4.3.4.1 "Pick Up Services" "In San Diego, CA and Puget Sound, WA, the Contractor is exempt from these services, as local agents associated with MEO will perform these services".

99. What equipment; size of trucks and number, is currently employed to support the local pickup operation at the hub in Norfolk and at the nodes at Cherry Point, NC, MCAS Beaufort, SC, and FISC Jacksonville, FL?

Answer. Please see Q&A 2, Question 28.

100. Are freight Forwarders and/or Brokers allowed to participate in this procurement?

Answer. Yes, freight forwarders and or brokers are allowed to participate in this procurement in accordance with the terms and conditions of the solicitation.

101. If not, why? If yes, inasmuch as freight forwarders and brokers do not necessarily have equipment and various transportation type labor category staffers, what constitutes the “personnel dollar” associated with the Small Business Set-Aside (SBSA) restrictions?

Answer. Personnel dollars are the cost of “all” personnel who will be associated in the performance of this requirement.

102. Please discuss and/or clarify the term “personnel dollars” related to the proposed services to be provided under the proposed SBSA contract.

Answer. See 101 above.

103. GFP and Services. At C.2.5, the solicitation outlines the GFP and services to be provided at all Hubs and Node Sites. Included is assistance in loading all assets weighting 8,000 pounds. C.2.6 discusses the Contractor Furnished Resources, C.2.7 outlines the Location(s) of performance, and specifically states that the contractor must perform the freight transportation services required under the contract from shipper-defined point of origin (See Appendix E) to specified destination within CONUS and Canada. Question: Appendix E lists 14 specific location requiring daily and/or on-call sites with caveat, that each many extend from a 50 to 70 mile radius of certain base locations: Are each of these locations to be manned, equipped and operational?

Answer. No, they will be staffed with Government employees. These sites are pickup sites for material to be delivered either locally or beyond, and freight at these sites will be presented to the carrier for transport.

104. Referencing the "Repair and Return" items. In the RFP it does not show any return traffic from NAS JRB Forth Worth, TX to NAS Atlanta or NAS New Orleans, nor does it indicate any return traffic from NAS Atlanta to NAS New Orleans. Is this correct?

Answer. Yes, that is correct.

104(a). Referencing the total volumes for traffic shown in schedule B (Excel spreadsheet). Can you provide the underlying information that allowed you to total these figures?

Answer. The underlying information (ATAC DATA) is provided on the MTMC website, which shows a breakdown by state.

104(b). The current incumbents have this information due to their daily dealings with the MEO. This will give them a benefit and competitive advantage not currently available to other competitors in the RFP process.

Answer. Since there are various carriers providing transportation services for ATAC, no carrier has an advantage over the competitors.

104(c). Ideally the information would include:

- a. Origin UIC
- b. Shipment Date
- c. Shipment Type (Expedited, RDO, RFI, etc)
- d. Pieces (IF LTCN vs. TCN)
- e. Weight
- f. Destination UIC

Is it possible to get yearly shipping volumes from the nodes to the various regions? This would help us put together a credible bid.

Answer. A breakdown by state from each node is posted on the MTMC website. The document is called ATAC data and only covers 9 month shipments.

105. On Schedule B at the bottom of each Region pricing structure it says "Rate per lbs." and under that it says "Extended Price". Could you please define Extended Price as it applies to Schedule B?

Answer. Extended Price is equal to Number of pound times rate per pound.

106. Are we allowed minimum shipment charges?

Answer. No – everything is priced at the per-pound rate.

107. Is there a separate Schedule B (or similar schedule) for "Carcass Constrained Items"?

Answer. No

108. Accessorial Section in Schedule B: This section does not seem to include a section for declared values. Section c.2.1 on page 36 indicates values in excess of \$20,000. Will these items be insured via awarded carrier? How will costs/values per shipment be communicated to carrier? This section also indicates that the carrier is responsible for all staffing, management and equipment associated with handling associated freight. Please provide additional information about what's expected of carrier regarding this area.

Answer. For all movements the maximum liability for lost and/or damaged cargo will be limited to \$150,000 per vehicle used no matter how many shipments are on the vehicle".

109. Section c.4.3.6 specifies EDI tracking requirements. Mach 1 is a GTN certified carrier currently sending 214's . Will this be a separate transmission outside of GTN? What's expected of the carrier in the event of data integrity issues? For instance, if the TCN needs to be corrected, please provide detail on how this is accomplished. Section

c.4.6.1 on page 44 indicates that the carrier will have to also provide web-based tracking via TCN. Please clarify that both tracking channels are required.

Answer. Yes, it will be a separate transmission outside of GTN. For TCN correction, the Government will provide training to Awardee. Section C.4.6.1...any TCN must be able to be tracked by associated LTCN, and any LTCN must be able to have individual TCN linked in such a fashion that any shipment can be traced by LTCN or TCN.